

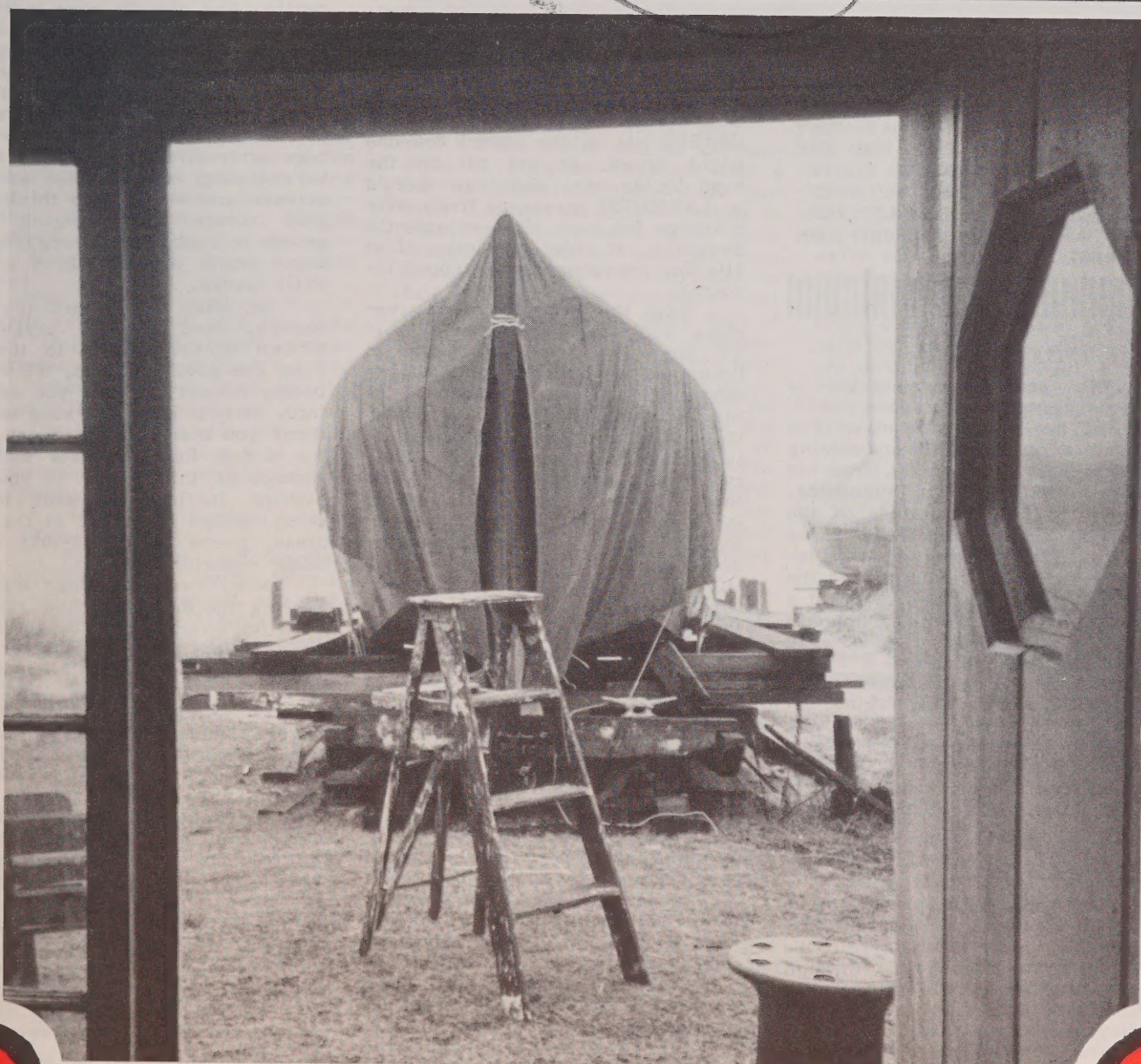
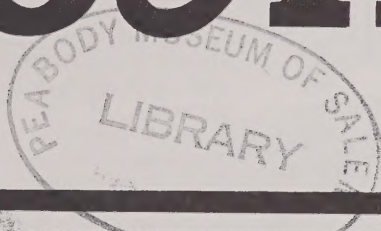


# **messing about in BOATS**

*Twice a Month!*

*Volume 3 ~ Number 24*

*May 1, 1986*





## messing about in BOATS

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OUR GUARANTEE: IF AT ANY  
TIME YOU DO NOT FEEL YOU ARE  
GETTING YOUR MONEY'S WORTH,  
JUST LET US KNOW, WE'LL RE-  
FUND YOU THE UNFULFILLED POR-  
TION OF YOUR SUBSCRIPTION  
PAYMENT.



## Our Next Issue...

Will see the conclusion of  
Weston Farmer's "Halcyon Days",  
and the beginning of another Tom  
McGrath adventure, this one musing  
on "The Last Race" of '85, from his  
Townie, WEE HOPE's viewpoint.  
There'll be feature articles on the  
following subjects until 32 pages  
fill up: "The Sinking of the Bis-  
mark", "I Thought I'd Invented the  
Nesting Sailboat", "How to Build a  
Paper Boat", "Building Bolger's  
GYPSY", "Building a Good \$10  
Boat" (in 1880), "Romance & Real-  
ity in a 29' Racing Sloop", "The  
Hammock Canoe", "The Flying Cat  
Fleet", "The Wayfarer Dinghy",  
"Building Ship Models", "One Man's  
Indian, Family Ferry & Racer".  
Maybe some on-the-water activity  
will upstage some of these, we'll  
see.

## On the Cover...

Those of you who keep your  
boats in boatyards are probably al-  
ready down there getting off the  
winter covers and going through  
the springtime rituals of readying  
your boats for launching. George  
Kelley keeps his boat in his own  
boatyard at the water's edge in  
Hyannis, MA, and we have a story  
on his real old time hobby boatshop  
in this issue.

# Commentary

**BOB  
HICKS**



Atlantic Challenge . . . *back to grass roots!*

"Now is the time for all good  
oarsmen to come to the aid of a  
cause!" The Atlantic Challenge  
project, which aims to focus public  
attention and support on the sport  
of rowing, particularly for urban  
youth, with the participation of the  
two big 38' French Gigs at the Sta-  
tue of Liberty Centennial, has en-  
countered heavy going, financially.  
Simply put, the hoped for corporate  
sponsorship, predicated on the TV  
coverage of the July celebration,  
has not been forthcoming. LIABILI-  
TY, the current bugaboo discourag-  
ing involvement in almost any-  
thing, that is sweeping the country  
and affecting all sorts of activi-  
ties, stands in the way. Sympathe-  
tic corporate spokesmen simply can-  
not place their firm's names on  
anything having to do with youth  
in boats on the WATER. It's DAN-  
GEROUS out on the water! Someone  
might drown, or get hit on the  
head by an oar, and then there'd  
be LAWSUITS! Insurance firms offer  
coverage for such risks reluctantly  
nowadays, at steep premiums, if at  
all. So, no money from a hoped for  
source.

Even the plans for having var-  
ious volunteer crews row EGALI-  
TE' down the coast from Maine to  
Boston as a publicity fund raising  
campaign have been abandoned as  
the Atlantic Challenge Committee  
itself stood to be exposed financial-  
ly to lawsuits if anything went aw-  
ry. Nobody can risk being way out  
there as a target for a million dol-  
lar lawsuit. Even though this mod-  
est ambition to do something worth-  
while is but a tiny part of today's  
life affected by this liability in-  
surance crunch, it is still, never-  
theless, something of value and de-  
serves a chance to succeed.

Well, there's no liability risk  
involved in a whole bunch of grass  
roots support, people willing to  
help out by sending the effort in-  
dividual or collective donations.  
Until now, Lance Lee and company  
haven't emphasized the grass roots  
support because it appeared that it  
would be possible to get money  
from those who have plenty, pros-  
perous corporate enterprises. With  
the biggies turning a cold shoulder  
to the dream, it now will pretty  
much be up to those who enjoy and  
support rowing to back the effort.

The big numbers at first seem  
a put-off. Like, for \$1,000 you can  
buy an oar from LIBERTE' Who has  
\$1,000 to give? Nobody I know. Oh,  
sure, there are those undoubtedly  
able to do this, and maybe some  
will, but in today's world full of

good causes with hats in hand,  
such people have had to become ver-  
ry cautious about giving away mon-  
ey. But, \$1,000 is possible as a  
group effort, perhaps. After Lance  
spoke to our Traditional Small  
Craft Club at Salem's Peabody Mus-  
eum in early April, a number of the  
nearly 100 members present spon-  
taneously decided to try to raise  
the grand within the club. With 120  
members, it certainly seems possi-  
ble.

Already out front in the grass  
roots support are a group of women  
who row in Gloucester, MA. They  
raised \$150 for the Challenge re-  
cently. And already some individu-  
als have sent in their \$5, \$10 and  
\$20 donations. The two gorgeous  
gigs involved and the program for  
campaigning them this year in New  
York and Boston as examples for  
others to follow is an \$80,000 one,  
more or less. That's just not an o-  
verwhelming sum to raise amongst  
oarsmen and women who think it a  
good cause. Encouraging the  
growth of such rowing programs for  
urban youth is certainly a worth-  
while cause.

So, want to help out? It's easy  
enough. Send a check payable to  
ATLANTIC CHALLENGE to them at  
P.O. Box 539, Rockport, ME 04856,  
in any amount you feel you can af-  
ford. They'll send you some sort of  
thank you note, what's important is  
the money for the boats and the  
concept at this point. If you are  
perhaps inclined to want to do  
more, contact Phil Graf at that ad-  
dress, phone (207) 236-6071 about  
other opportunities.

Now, I've never been much on  
beating the drums for fund raisers,  
been to busy trying to gather en-  
ough funds for the charity that  
begins at home. We are all aware of  
borderline "good causes" that con-  
stantly solicit money, as well as  
ongoing bona fide efforts. Many of  
our "preservation" and "heritage"  
sort of maritime group efforts are  
hat-in-hand things, always out  
begging money in one way or an-  
other. But this Atlantic Challenge  
project has a lot of devoted in-  
volved people behind it and I feel  
the money sent to them will end up  
doing what it should, promoting  
interest in rowing traditional pul-  
ling boats, not only for urban  
youth as now envisioned, but for  
all who have discovered, if not  
known all along, the rewards of  
rowing.

So., I'm kicking in through  
our Peabody Museum Small Craft ef-  
fort. How about you?

# For the discriminating but impecunious yachtsman!



At last, the affordable wooden boat that is an able daysailer, an intrepid shoal draft beach cruiser and an exciting racer for ocean or pond! Based on a classic American design, the DOVER CLIPPER offers the yachtsman a wide range of fun and adventure at a price far below that of even the most modest daysailer. Besides low price, DOVER CLIPPER offers hulls that are natural finish, brass fastened solid pine.

The rigging is nylon with a sturdy cotton/dacron sail and pine mast, truly a combination that demonstrates the refined good taste of the owner and one that can be sailed with pride anywhere.

The basic hull with cat rig is \$48.95 and comes complete with centerboard and versatile rudder/paddle.

A number of attractive options are offered:

1. For the true traditionalist, the DOVER CLIPPER Square Rigger, with sail, yard, topmast and U.S. flag is available for \$12.

2. If you prefer the versatility of a sloop, a self-tending jib is offered for \$4 with sheets and traveler included.

3. If your interest is in off-shore racing or cruising, you

will be interested in the yawl rig for its flexibility in changing weather. The yawl rig, which includes the mizzen mast, sail, spreader, sprit and jib, is \$20.

4. The beach cruiser kit consists of a nylon knapsack and a folding umbrella. While these may seem like spartan accommodations to some, they have been found quite adequate for their intended purposes on the DOVER CLIPPER. In fact, it has been remarked that they hark back to the early days of sail, when boating was unencumbered by the burden of modern conveniences. Only \$15 for the kit.

5. We offer a spinnaker for \$15 complete with nylon sheets and a whisker pole, for the racer or serious long distance cruiser. The romance of running before a fresh breeze with your spinnaker set cannot be denied and the spinnaker is also a great help in achieving hull speed in lighter airs.

6. If a painted hull is preferred, most popular colors are available at an extra cost of \$5.

7. The DOVER CLIPPER hull width is 9.75", which offers an adequate seat for most people. A wider seat can be provided at a cost of \$6 for the more widely distributed yachtsman.

As custom builders who are interested in providing yachts to suit the most demanding of yachtsmen, we will be happy to quote prices on request for such things as gaff rigs, gunter rigs, lateen rigs, club burgees, ocean rowing gear, extended cruising modifications, and even outriggers for deep sea fishing. Please feel free to write and let us know how we can best help you.

NOTE: The DOVER CLIPPER price does NOT include the necessary 20" truck inner tube. If you are unable to locate such a tube at your local tire dealer, truck stop, or garage, or an acceptable alternative such as two automobile tubes) we will ship you a brand new 10.00x20 truck tube prepaid for \$30.

FM Company, Box 35, Verbank, NY 12585

Designer George Claiborne also reports that as soon as the ice is out in his pond, development of the Dover Clipper 12 Meter America's Cup Challenge Tube will get underway. Claiborne feels the only real threat to ultimate success for his fast developing fleet is the increasing use of tubeless tires.

## Racing Rules Promulgated

The Dover Clipper Tube Ocean and Inland Racing Association has established its rules for the 1986 season. Commodore George Claiborne reports that at the winter meeting of the worldwide Association, both of them felt these rules to be eminently fair:

1. A race shall consist of a downwind leg.

2. The length of the course shall be agreed upon by the entrants BEFORE the start.

3. While paddling is optional,

gentlepersons do not paddle.

4. As there is no standard Dover Clipper, there can be no question of rejecting entry of a non-standard Dover Clipper.

5. If there is a race committee, its function shall be to disallow protests.

6. Clothing, food, drink, starting gun, race committee, wind, etc. are all optional.

7. The first Dover Clipper across the finish line will normally be considered the winner.

8. "Normally" is optional.

9. Physical contact between entrants, deck guns, use of the versatile paddle/rudder as a club, are prohibited.

10. Servants and other entourage are permitted to cheer, wave and offer encouragement, but are forbidden to assist the entrant. Gentlepersons are expected to be self-reliant.

11. After the race is over, the winner is to receive a round of polite applause.



# Whale Watching in a Townie

(Conclusion)

After the usual preparation, I raise the sail and start out of the harbor. The wind is blowing like hell, so I pull into a small cove, tie up to a dock and put a double reef in the mainsail. Reluctantly, I cast off on a strong Southwest wind that whips up whitecaps. In time the wind eases off and I begin to think of food. I'm getting sick of water, granola and peanuts. I search for the apple and can't find



## LOOKING FOR THE APPLE

it. I go through every bag over and over again. It isn't there. I remember distinctly putting this apple in one of the bags. I give up and begin to bail, sponge out the remaining water, and look for the leak. No luck. Will this boat ever stop leaking. "Perhaps if you were the equivalent age, you'd be leaking, too." the boat seemed to answer. "Besides, it gives you something to do."

By 1:00 P.M. I was searching for whales in earnest. A whale watch boat passed crowded with



## WHALE WATCH BOAT

people and everyone in it waved. It went toward a group of boats in the distance. I head for them and they suddenly all move off. "Forget it," I say to myself, "I've got to get back." I see the boats group up again. "Something must be there," the boat said. "We've come too far not to see a whale." The boats move off again. We pursue with determination and catch them just as bagpipe music started playing on

the radio. I turn the volume up and sail in among the whale watchers. "That's right!" the boat says, "Make a spectacle of us. It must be a 'bonnie' sight to see a single person in a small plaid boat sailing 15 to 20 miles from land with bagpipes playing!"



## WHALES

Three whales surface beside us expelling air, then sound. I become more concerned about the whale watch ship that bears down on me trying to get closer. I move off. The whales surface near me again. Boy are they big...and impressive. The whales move slowly through the water as though they are so powerful that they can slow time down. I move further away and the whales don't reappear. It was a quick sighting and, you'd think, hardly worth it. But it was. There's something unexplainable strange about whales. The boat is silent. I turn away, leaving ten boats searching for the elusive whales.

I had no idea of my position. I took no dead-reckoning. There was nothing there to take bearings from. "Well, what do we do now?" I ask the boat. "We find something," it replied. It'll be interesting to see where we come out.

I look for the leak and then for the apple and don't find either. It's great sailing but getting dark with nothing in sight. I'm beating West by Northwest, rolling in the swells with Chopin on the radio. It's overcast and when it gets dark, it will be 'completely' dark. I search for the apple again. Can't find it. A two-masted schooner overtakes us, waves and sails on. It's as dark now as I imagine it can get with a half moon occasionally coming out from behind the clouds. The wind lightens. Then a strong gust hits the sail from another direction. I panic and drop the main. The wind lightens again

and I cautiously raise a double-reefed mainsail. A faint white flashing light appears ahead.



## FLASHING LIGHT

It must be Thatcher's Lighthouse. A fishing trawler soon appears and makes for the flashing light. It must be the harbor. But where is Thatcher's? On the chart it reads a red flashing light. Off to starboard is a barely visible red flashing light. Other boats follow the trawler in. I'm beating against the wind and can't follow directly. An outgoing tide is knocking me back. It takes a long time to reach the light. Meanwhile, I tie a flashlight to the tiller facing aft for a stern light. I hold the red and green running lights in my free hand because everytime I secure it to something it goes out. I have to shake it till it goes on again. I round the light and breakwater and



## ROUND THE LIGHT

search for a mooring, sailing in among the boats hoping no one will notice us. I eventually find the only one available, but it doesn't have a mooring pennant. Not even a ring. I pull the line up beneath the float and tie to it. Perhaps not good seamanship but I'm too tired to play around. I retire at midnight, sleep soundly and awake at 8:30 to search desperately for the apple, only to have granola again

for breakfast. The wind is blowing pretty hard now from the North-east, so I decide to reef the main but keep it lowered and just run with the jib. I cast off. The boat spins in place then runs madly out of the harbor.



CAST OFF

The further I get from land the longer the fetch and the bigger the waves. I try to stay close to

The line goes directly over the single rock. "We have to stay to one side to miss it," I tell myself. Soon I take another range on the smoke stacks of Salem and Halfway Rock and discover that I have passed the rocks. I've got to run out of luck soon and then I won't be safe from disaster in a monestary. The wind is up to 30 knots. The waves are getting bigger and cresting. Past Satan Rock, eighteen



SATAN'S ROCK

sailboats come out of Marblehead chasing after me. I can't turn. I'm out of control if I do. This boat



FETCH

the shore, then vaguely remember seeing rock on the chart in this area. I check. Sure enough, there they are on the chart. This should be a red nun coming up. It isn't. It's a black can, Number 5. I'm in front of the Inner Breakers. I can't

isn't supposed to plane, but it sure is planing now. Sometimes the bow wave is directly under me. There is a lifting sensation and a long hissing sound. The boat is having a hell of a time. I am, too, but more wild-eyed and scared. We



AMONG THE INNER BREAKERS

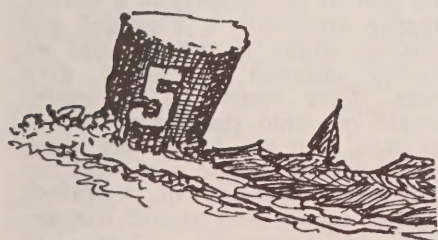
turn the boat. The waves will turn me over. I've got to go through. There's a group of three rocks to the right, two rocks to the left. One rock ahead. Let's go straight ahead and try to miss the single rock. Better odds. All the rocks are under water and the waves are breaking all around us from the wind. They have high crests and deep troughs. The centerboard is up. I take a range on Halfway Rock and the black can I just passed.



PLANING

round Eastern Point at Nahant and eventually get safely in the lee of the land. Should I raise the main just for show before we come in view of the Club. No, I'm too grateful to be alive to pretend so we sail into the harbor and up to the dock conservatively under jib. And who is the first one to greet us? The spectre.

"You made it back, I see."  
"Just about," I replied.



THE BLACK CAN



YOU MADE IT BACK

It was 1:00 P.M. We sailed twenty miles in four and a half hours. Pretty good for a small boat. As I unloaded the supplies from the boat, the apple rolled out and sat triumphantly on the dock.



THE APPLE

IMPROVED CAPE DORY 14 FOR SALE: Fiberglass Whitehall reproduction. Sails beautifully, rows well. Also for sale, nice oak sliding seat with Piantadosis, suitable to convert medium weight rowing boat into a flyer (and you into a Blithe Spirit)  
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It all started last June at the Sea Kayaking Symposium in Purchase, NY, after a demonstration of just how hard it is to move a waterlogged Klepper. One of my frequent paddling partners, Betsy Tanner, said, "I like Bill Lozano." So I went up to him after his presentation with Don Betts, introduced myself and exchanged addresses and phone numbers.

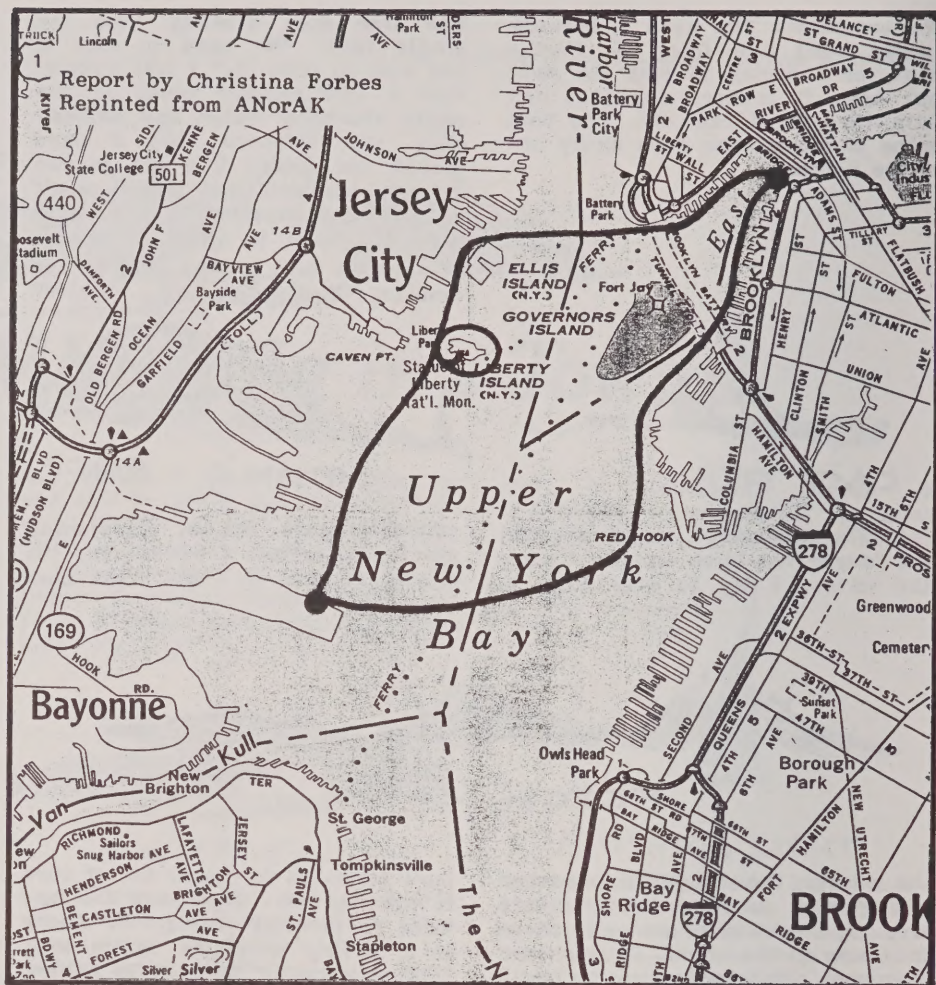
If I touch on the human aspect first it is because the people with whom you paddle are almost as important as functioning equipment, the right length paddle, a chart not left behind in the glove compartment and a not-to-rock-infested spot from which to launch. It is both the beauty of moving swiftly and securely through the water and the fun of being with people you enjoy that make kayaking such a wonderful sport. And Bill and Janice Lozano are great paddling partners.

A few phone calls started off a summer of really wonderful day trips. And it was clear that we all shared a common interest in exploring New York Harbor.

New York Harbor may be the largest and most spectacular of the last, great, undiscovered bodies of water suitable for kayaking. From Sandy Hook to Cony Island to the Battery, and including Bedloe's and Ellis Islands, Buttermilk Channel, a beautiful beach of pure white sand with whispering poplar trees on a spit jutting out from New Jersey somewhere south of Bedloe's (that appears on no current chart or recent map), Hoffman and Swinburne Islands, and quickly mentioning the amusement of dodging transatlantic containerships, oil tankers, speeding tugs and Staten Island ferries, New York Harbor is one giant cornucopia of adventures.

Now, for those whose first reaction to the idea of paddling in the former premier east coast port of North America is the same as for throwing oneself fully dressed into a clothes dryer to fight it out with a cubic foot of raw tar, let me say that it ain't that bad. True, there are slight oil slicks, sometimes. True, there are some strange objects floating around of an "ookie, yukkier" nature. And true, there are BIG vessels that you have to watch out for and be ready to quickly paddle out of the way of. But, on the other hand, nowhere else do you have such large vistas of so many historic and architectural and industrial and monumentally large structures within such a reasonably sized body of water. In three hours or less you can paddle from the Brooklyn Bridge to Alice Austen's House, which is roughly the length of the inner Harbor. And, well, let's just get on with our trip number one.

On this first trip, an introduction to the upper Harbor, we put in under the Brooklyn Bridge.



## Paddling New York Harbor

We planned our timing carefully to ride with the tide, which is an important consideration here. Bill and Janice joined Curtis Betts and me at the River Cafe where we had arranged, by phone, to use the dock. After assembling our trusty Kleppers and riding out some large, unruly tugboat wakes, we set out across the East River over to the South Street Seaport, in a wide arc to take advantage of the current, using the Brooklyn Bridge as a guide. From there we rounded the Battery, passed slips for the Governor's Island and Staten Island ferries and the Circle Line docks where the Statue of Liberty cruises depart. As we headed in the general direction of Ellis Island across the opening to the Hudson, or North, River, we had a splendid view of the George Washington Bridge. While we wondered about heading towards the turn-of-the-century Hoboken Railroad station, now part of Liberty Park, we were hooted at by a rather large, official looking, vessel asking us to get out of the way of a race. Sure enough, there were a large number of yachts impelled along by colorful ballooning spinnakers, waltzing in several incomprehensible directions around the Statue of Liberty.

So we headed toward the western, New Jersey, side of Ellis Island while casting glances back at the awesome construction taking place on Battery Park City. At the Island we happened upon a U.S. Park Service Ranger dangling his feet over the rock wall. He provided us a detailed history of present renovations, the permitted uses of the Island, the interesting fact that it was once two islands, and the equally interesting fact that the only permitted access to the Island was on the official sightseeing boats. No, we could not land there.

After this, we headed south to Liberty Island State Park where we could eat lunch and avail ourselves of the facilities. As we approached we sighted a small, swiftly moving little craft heading east across the northern shore of Bedloe's Island. The perfect partnership of a tandem Klepper underway is a unique and thrilling sight to behold, and we quickly changed course to give chase. They seemed to be headed straight out into the harbor and to not have seen us. After more vigorous paddling on our part, our two boats drew abreast of a rather startled couple who viewed our arrival in amazement. They had never seen anyone else in a Klepper, this was their first time out

in New York Harbor and their fifth outing in a kayak. They had no hats, no sunscreen, no spray deck, no water bottle, no snacks, but were filled with enthusiasm and energy. We shared our rather ample resources with them, some of our Harbor knowledge and then traded phone numbers before resuming our respective ways.

As we approached Liberty Park around to its southern side, we met two longboats "womanned" by two teams of oarswomen competing in a re-enactment of a Revolutionary War event. We quickly hid our feather headresses under the spray decks. There were also several local bands which seemed to be simultaneously competing for the oom-pah-pah award of the day. We are pleased to report that the Park Service french fries and cokes can be, for those daring enough to admit to periodic junkfoodomania, a sumptuous addition to a lunch of dried fruits and nuts, Gatorade, celery and carrot sticks, bread and cheese, apples, grapes and oranges.

Following this charming repast, we headed out to circumnavigate the Statue of Liberty, still keeping the tides and wind in mind. The bands and longboats seemed to have gone as the winds came up and the racing yachts had all vanished like so many dandelion puffs. We decided to head further south, along what is the pierhead line on the Jersey side of the Harbor. Then we would cut east around midway over to Staten Island, then straight across the Harbor to Bush Terminal, below the Red Hook area, south of Governor's Island, then up Buttermilk Channel between Governor's Island and the Brooklyn shore, back to the River Cafe.

As we headed down towards St. George with the Statue of Liberty to our left, industrial Brooklyn further beyond, and the ghostly giant gantry cranes of Port Elizabeth to our right, we passed a very long, decrepit pier that didn't seem to serve any imaginable function but to allow little boys and their fathers to go fishing as far out in the Harbor as a pier could be built. Past that we then came upon a beach. A pure white sand beach. There was no indication of any kind on the chart that there was a beach there. But, plain as day, there was a beach. So we abandoned all the customary caution when viewing a mirage and paddled right up and onto the beach. We got out, walked around, noticed a number of fishermen down the beach, and marvelled at the amazing view of the towers of Manhattan seen through the branches and leaves of gently wafting poplar trees. If we had taken a picture of the scene, nobody would believe that is was other than a photo mon-

tage. Everyone knows there are no sandy beaches in New York Harbor!

And so, having confirmed the unreal and the impossible, we set out on a wide arc across the middle of the main shipping channel that runs up the middle of the Harbor. One of the major qualities of the water in the Harbor is large, vigorous, but essentially benign, wave patterns. Because it is so bounded and has so varied a shoreline, the Harbor behaves like a giant bathtub with wave patterns rebounding at a number of angles. You are often in the midst of several cross currents. But because of the size of the Harbor, these currents, for the most part, don't develop dangerous peaks unless driven by storm winds. They require strong, alert paddling. Since it was Sunday, we only had to think about the Staten Island ferries which operate on half-hour schedules, and a few random tugs. Otherwise, there were only a few freighters anchored off Brooklyn.

As we approached Red Hook,

we could see the remains of a once very proud maritime industry. We wondered if the time would ever come when the Gowanus Canal, which is now so polluted that it would rot the rubber off a sneaker, could ever be cleaned up and have a residential community built along its banks? We passed by a docked containership from which new Number 4 subway cars were being unloaded, very exciting to see. Then, with the current really racing up Buttermilk Channel, past Greek, Russian and Liberian freighters and Coast Guard vessels, we rushed back past the Brooklyn Esplanade to the River Cafe under the Brooklyn Bridge.

We wrested our boats and gear onto the dock, up the gangplank and across to our cars. We declined to join the afternoon crowd sipping Perrier and spritzers on the deck, especially as they evinced no interest whatever in these four sunburnt, salt-encrusted seafarers who had just spent a splendid day on a major adventure.

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A GRANTA kit kayak is a long, slender very elegant hole in the water. It is lined with glass-taped plywood. You have to pour a modest amount of money into it and also stir in an enjoyable quantity of manual labor. The result can be taken anywhere to be admired.

PS: You may want to substitute a bit more money for the manual labor and get a regular fiberglass sea kayak. GRANTA makes four models. They also look very nice, but come without the bragging!

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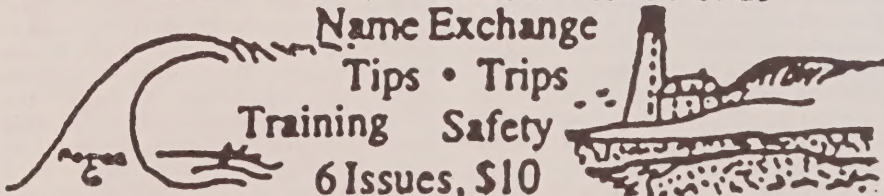
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# QUEEQUEG



I spent 18 happy years campaigning a 35' Crocker cutter around Massachusetts Bay, racing, cruising and daysailing, but eventually, tiring of bills and endless crewmen's reasons for being late (or not turning up at all), I foolishly sold out.

Less than a year later I regretted being on the beach and went looking for another boat.

When I first came upon QUEEQUEG she was high and dry in the Charitable Institute parking lot, spars carelessly shoved under her cradle, bilge full of ice, varnish peeling. But, 29' of graceful double-ended hull, seductive portlights in the house sides and a deadlight in the forward hatch, grabbed my fancy. I saw a simple, easy-care craft; shoal draft for gunk-holing, with short ketch rig to eliminate the need for unreliable human helpers. I bid and won.

QUEEQUEG was built in 1937 by Bruce Williams as an exact re-

production of a New Bedford whaleboat, complete, "down to the rollers in the bow," according to a prior owner, who bought the boat in 1945 with his World War II mustering out pay. He cruised Q with a family of five all over Long Island Sound with the original whaleboat lug rig until the late '50's, when her cedar over oak hull developed enough leakage to discourage further use. He then hired Dan Knott, a Barnstable, Mass. architect, to re-design her with a decked over hull, cuddy cabin and modern (but short in anticipation of Buzzards Bay breezes) ketch rig. Crosby's yard did the work, including a superb overall fiberglass treatment for hull, decks, house and cockpit. Q would nevermore leak (at least not through the hull). A 6' centerboard was also installed, and a modern diesel engine.

Layout of the whaleboat innards is simple. The forward part

of the hull is decked over with a small raised house. Interior space is roughly 10 feet long, 5 feet wide, with sitting headroom. The cockpit area is also about 10 feet long with the forward 7 feet of this raised enough to provide clearance over the engine. The rear 3 feet is a footwell right to the keel and benches line three sides of this roomy cockpit. The mizzenmast mounts through the raised cockpit area just ahead of the compass, the tiller is at the extreme rear of the cockpit.

When I bought Q, the rudder was 32" long and 13" deep, not a good aspect ratio. I cut the thing off and welded it back together into a deeper, narrower, 12"x30" (hi-tech!) shape.

The propellor shaft is carried on a strut which also supports a bronze "T" section beam that runs from the lower rudder pivot forward to the bottom of the false keel, totally protecting the propellor and

shaft from stray lobster pot warps, rocks, and such underwater menaces. With the board up, Q draws a skimpy 2.5', allowing entree into places which raise the hairs on my neck even though done in complete safety. Even grounded out, Q will just lay over slightly and await the water's return.

"As is, where is", said the Institute, drawing up a bill of sale. Simple and straightforward, and an easy introduction into unbridled expense if you cannot find the sails and the engine does not run!

I had Q trucked to my home port of Manchester, Mass. to Crocker's yard where it was launched cautiously with a lot of supervision, because, despite that "never again will it leak fiberglass hull", there were rumors of unstoppable leaking. Sure enough, even after days in the slings trying to swell Q tight after ten dry years ashore, she refused to float.

Looking for the leak, I worried up a covering board alongside the centerboard trunk to find a shower, 3 feet long and 1/4" thick of sparkling green seawater. Fortunately, Sturg Crocker was within hailing distance and while the yard's 4" emergency pump bailed, he drove cotton temporarily into the bad seam and wedged the covering board back into place pending repairs.

So Q returned to a parking lot; this time to have the centerboard trunk rebolted. Meanwhile, the Westerbeke refused to run except on temporary shots of ether. After tearing off the end of a Crocker finger (fortunately re-attached) during one diagnostic session, the diesel was declared hors de combat and yanked out for total repair.

This was just as well, for the fuel tank was also found defective, victim of age and over-the-road vibrations. The only access to the tank was through the engine hatch, and removal possible only after the engine preceded it.

While the trunk was snugged up with fresh bolts and the Westerbeke was off to get new innards, I attacked the varnishwork and negotiated for new sails and covers.

Two months later, the varnish work was complete, all sails delivered, fresh rigging installed, Coast Guard kit in place. But no Westerbeke! I finally gave up waiting for machinery and asked to be launched again. This time, no leaks. And so, on a bright clear day in late June, snugly tied alongside the Crocker dock, Q had her sails fitted by myself and my partner and we dreamed of turning her loose soon.

Blocking us from access to the harbor were two buxom Crocker cruisers, their sides nearly touching in the narrow clearance between the two adjacent finger

floats, big fenders protecting them from abrading each other in the tossing from passing wakes. Jokingly, the dockside onlookers suggested forcing Q's narrow hull through, spreading the floats. It worked, the two cruisers majestically separating as Q's 6' beam eased between them and on into the harbor.

During that long wait in the Crocker lot while I sanded and varnished and dreamed of again bouncing over the sun-drenched waves of Mass. Bay, Q's slender, sleek bottom attracted lots of comment from passing Nautical Experts, in the vein of, "slippery," and, "won't take much to drive her." Nobody mentioned the inherent directional stability of the long narrow canoe shaped hull.

Our progress out of Manchester's inner harbor (deep and well protected from the winds, but NARROW) on the maiden voyage can best be described as a jerky ricochet. Q is not quick in stays because of that hull shape, the channel is twisty and lined with moored boats and the wind veers and varies from the surrounding shoreline, always lifting me just as I tried to tack. Fortunately, my First Mate is an agile lass who quickly learned to function as a Bow Thruster, avoiding several collisions.

One stuffy chap working in the cockpit of one of my turning marks who did not seem to understand my cheery hail ("you maybe should fend!") when he first heard

it, upon viewing my approach, rapidly unlimbered a boathook. He was not amused.

Once outside with sea room, Q happily showed her blue-water pedigree easily working through waters rough enough to worry her new skipper.

Eventually Westerbeke & Co. came through with the parts and the diesel was restored. Along with a new aluminum fuel tank, the engine was installed. I'm not enamored of diesels much, but somehow that businesslike "chuff-chuff" seems appropriate for Q's character.

And so, with unlimited application of dollars, QUEEQUEG became a fun boat with everything working properly. The engine is safe and reliable, the sails are easy to handle, the spars and rigging need no fussy care. It's a pleasure to sail Q, her wonderful mix of antique and modern, whaleboat charm and uniqueness, ease and simplicity of rig and power, attracts admiring comment on every outing. Q and I, two ancient warriors, were back in our element.

But now I suffer from BIGGER-ITIS, dreaded disease of the boat nut. I want another boat now, a bigger boat, a challenge, something that doesn't work right! And so, QUEEQUEG is on the block at \$9,500 or serious offers from someone who will fall for her character and ready-to-go condition.

Tom Stearns, Nashua, NH, (603) 889-2522.

The "mate" enjoying a late autumn sail in QUEEQUEG.





# The Building of the ANDRO~ZEE

## PART 10:

A boyhood advisor spoke to me from back over the years as I formulated plans to rig ANDRO ZEE: "Start where you stand!" Among the many handy devices hanging on our barn wall ready for any emergency was a block and "takle", as the local lingo put it. It consisted of a double block (2 sheaves) and a single block with 40', more or less, of 3/8" diameter line. Since there are no cattle anymore in the barn and therefore no "downed" animals to raise, or other uses, why not use said tackle as a main throat halliard? Ideal! I had spliced hemp rope many times for a hay hoist so there was no obstacle to my adding necessary extra footage.

The old barn contained several other pulley-blocks, but all were too large to use on the AZ. Okay, on the farm, if you don't have it, you make it.

In my boating file was a clipping from NATIONAL FISHERMAN, December, 1973, page 6. It was an article by Mark White which detailed how to make strong, good looking, blocks from plywood, steel strapping and sheaves turned out of phenolic plastic on a lathe. I have no lathe, so I cast about for sheaves ready-made. My final choice was metal sheaves from two sizes of clothesline tighteners, 3.5" and 2". At the junkyard I obtained a length of 3/16"x5/8" stainless steel strap. The block cheeks were made of scrap plywood already in hand. I made a double and a single with the 3.5" sheaves and two singles with the 2" sheaves. The tricky part, as the article explained, was aligning the shaft so the sheaves run freely. All went together "by hook and by crook" and then were set to "pickle" in a bucket of oil, turps and tar.

What a kick to be building a craft that calls for standing rigging, running rigging, mast and spars! The names and drawings presented in John Leather's GAFF RIG appealed to the salt in my blood, such as "hounds cheeks and bolsters", "gaff jaws", "goose-neck", and so on.

The "hounds cheeks and bolsters", nothing more than oversized thumb cleats with a cross block on top to prevent splitting, were a mite troublesome. It took a variety of tools and persuasive language to make these oak pieces wrap around the top of the mast in snug fashion. But I finally won out and the 3/16" eyespliced stay loops hung around the grooved bolsters securely.

Wire eyesplicing, oh, my bleeding fingers! Bowker and Budd tell how but omitted to mention the hazards, which, of course, are obvious enough. By the time I had done five or six, I produced strong, fairly smooth, work, at least smooth enough to hide beneath generous serving.

Another type of bolster is screwed to the aft side of the mast. Its grooved top supports a wire strop from which the throat halliard block hangs, and is thus kept away from the mast.

A bridge crosses the middle of my planned cruising area. This was one of the influences on the choice of Chapelle's scow sloop. I surmise one feature he had in mind with his "Dutch type" was the tabernacle mast step. Dutch friends tell me they were a necessity for canal navigation, of course. A device the designer labelled, "A-frame legs", gives the needed control and leverage to raise or lower the mast by means of the forestay. "Sheer legs" is another name which I recently ran across in print. Among some fir poles I have peeled and stored over the years I found a pair ideal for the setup.

A steel block in bracket form from the balance mechanism of a washing machine was just right to bolt to the stem and to lead the stay back to a winch in the forward cockpit. Lowering the mast is no problem provided one has a positive and workable ratchet lock. Raising it requires a watchful eye on the dangling shrouds and halliards. To prevent cramping on the cabin top, the gooseneck must be unhooked and set aside. Lowering the sail reduces the strain on the stay. Mechanical lowering ability also saves on back strain at hauling and launching times.

chanical lowering ability also saves on back strain at hauling and launching times.

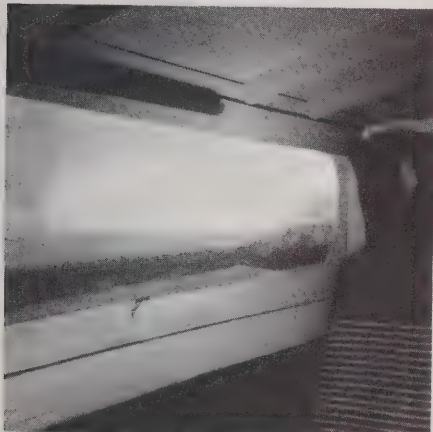


## PART 11:

If we meet "when the roll is called up yonder", I hope Howard Chapelle will forgive me for lousing up his "Utility Scow Sloop of Dutch Type". But, after all, I was building the vessel to accommodate people, seniors somewhat stiff and bulky or children who need space in which to grow. Therefore, I enlarged the cabin by a foot in length and by one foot, four inches in height, devil take windage and control. I would rely on an outboard on the rudder and the fact that my river/pond has shores within sight, east and west, and always in keeping at least a half-mile above the dam. I had toyed with the idea of a crank-up, crank-down cabin top, but dropped it when I realized the cabin would serve as a sheltered observation space for passengers more often than as an overnight camping accommodation.

Fore and aft cabin bulkheads, you may recall, were 4' high ply sheets. These provided about 3.5' clearance above the cabin sole. I then bolted on simply adjustable top panels with proper roof camber. The first tryout was at 5' headroom. After all, I can bend a LITTLE, so in final finishing, I settled for 4'6". This gave a better appearance with accent still on utility.

Instead of portholes, I cut oval windows about 4.5'x2'. They have permanent mosquito screens and roll-up transparent curtains, "in case there's a change in the weather". A flexible screen can be applied to the hatchway with velcro edges.



Cabin roof beams were band-sawed out of hard pine sheathing "borrowed" from the walls of our now unused milkroom. Sole and ceiling are plywood. Cabin top handrails are of hard pine also.

Screwed into the cockpit sole and keel is an enormous screw-eye. It had hung on our barn wall for as long as I can remember. It is made of 3/4" iron rod. The loop is 4" in diameter and it has a 5" long threaded stem. Probably it was extracted from a driftwood timber from the river. At any rate, there it hung awaiting use as a device for securing the lower mainsheet block as shown on the sail plan. This proved a handy location for the helmsman but a nuisance and hazard to the passengers. For this summer I plan to have a traveller in place over the tiller.

Once again, the farm "kicked in" to help outfit the AZ. With tractor and truck, there are always extra batteries around. My running lights and bilge pump are powered by alternate use of two twelve volt batteries. No great bother to charge them in the home shop when required. By the way, Chapelle called for a 2.5 hp motor on the rudder. I had a 4.5 hp on hand. it will drive the boat in a headwind that kicks up whitecaps all around, but it is old, and since I don't fancy getting stranded with seniors on board, I mounted a 3hp on the opposite side of the rudder. They

drive her at a fine clip. Bear in mind that in river sailing, hills, trees and wind direction limit actual sailing to about 50% of the time.

Some of this river cruising area is in a thundershower belt. Articles in NATIONAL FISHERMAN led me to protect the boat (I'm not scared of it, but I respect lightning) with a No. 4 copper cable from the mast top, taped to the forestay and grounded over the bow. I may build a bowsprit, run the cable to that and experiment with a small jib, a lightning rod jib, if you will!

There is a forward cockpit shown as a hold with a hatch by

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Chapelle. It is yet to be finished with sole, ceiling and bench and a way to protect passengers from snapping foresail sheets. In fact, I hope I never see the day when AZ's complete. I look forward to making oak cleats, oar and pole brackets, adding lead to the leeboards, making a boom tent, and so on.. Yes, even repainting!

A man who can't build his own boat is missing half the fun. But then, you've got to be lucky. In my case, it was an unusual confluence of desire, time and materials that made the building of the AN-DRO ZEE possible

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## Sailing and Bailing a South Seas Canoe

We set sail one calm May morning on a five-day, open sea outrigger canoe voyage in the Hall Islands of the South Pacific, five masterfully crafted outriggers in all. The canoes were all single outriggers equipped with navigator's platforms that extended out over the water on the side opposite the outrigger. The "wah seres" isosceles triangle shaped sail was attached to the mast amidships by means of yard and boom.

The first task that our canoe, TIPEMARAMAR had to complete was to negotiate passage through the single small break in Ruo's dangerous reef. Miss the break and jagged coral on the reef would rip the bottom out of the canoe. A feeling of exuberance shot through me as

TIPEMARAMAR sailed cleanly through the pass. I wanted to scream to the wind, "By Jehovah, we're riding the open seas!"

The masts on the canoes were about 12 feet tall. Whenever we'd drop into the trough of the bigger waves, the masts of the trailing canoes would disappear into the ocean's hollows. The exhilaration one feels when they drop out of sight is indescribable.

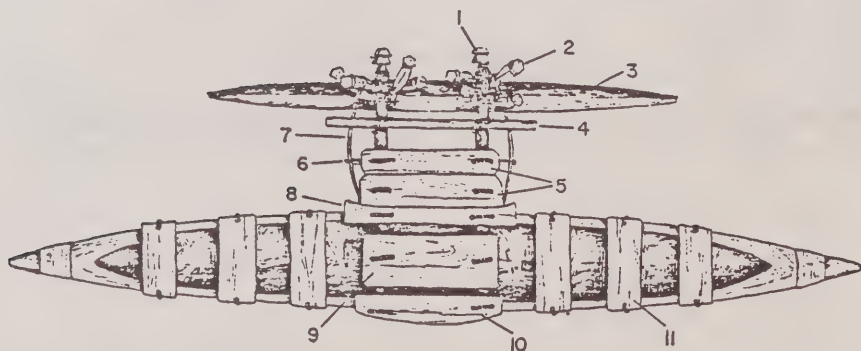
Since I was an Arizona desert rat and knew nothing about sailing or navigating, my job for the entire trip was to man the "nuum", the bailer. Waves constantly splashed over the gunwales and as they did, I bailed with my large wooden, sugar-scoop shaped "nuum".

As we sailed the relatively calm blue-green waters between Ruo and Nomwin, a brisk easterly breeze pushed us along. Many thoughts drifted lazily through my head. I thought about Hall Island canoes of the past that had set out on fishing expeditions, or trips to Guam, and were never heard from again. I thought about how dangerously exciting it was making these open water voyages using no navigational instruments. But most of all I thought about how terribly small one feels in the middle of the ocean, being tossed from wave to wave, no landfall in sight. The sea was in a playful mood now, but in a moment that playfulness could be transformed into a howling tropical storm.

On this trip, the ocean kept its good disposition. We reached Nomwin without encountering any major problems. On the return trip to Ruo, we hit one snag, the wind died out between Fananu and Namuchus islands. We paddled about four hours until the breezes picked up again and carried us on a tack back to Ruo's lagoon. Along the way we'd caught all sorts of unimaginable fish, from rainbow colored parrot fish to silvery skip-jacks.

A giant "kamatip" feast awaited us on our return to Ruo. Animated stick dancing and two 300 pound sea turtles cooked in their own shells were featured attractions of this all-island gathering. All of us from the voyage to Nomwin were glad to be back home on Ruo, that insanely small, tremendously beautiful chunk of land in the middle of absolutely nowhere.

Report from Jim Herman  
Illustrations by Carl Erickson and from Yale University Publications in Anthropology.

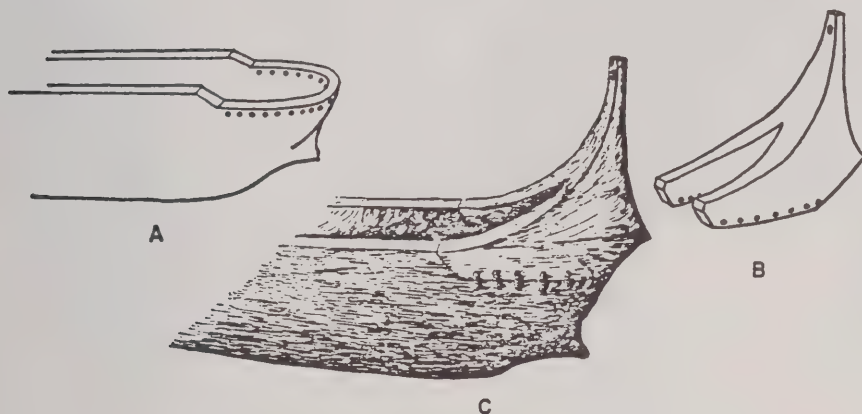


Small Fishing Canoe

Looking down on hull and outrigger; 1, boom; 2, stanchion; 3, float; 4, crosspiece; 5, outrigger platform; 6, longitudinal stringer; 7, diagonal stringer; 8, crosspiece; 9, removable board; 10, weather-side board; 11, thwart.

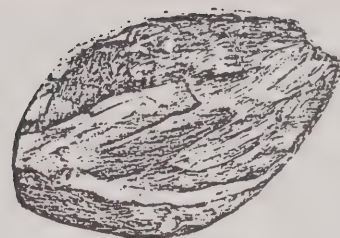


FIG. 99. Strake Added along Midsection of Hull. .  
Lashing with continuous line through paired holes, one in hull and one in strake.



Ornamental End Piece

A, End of canoe hull cut to receive end piece; B, end piece; C, end piece and hull together, showing method of lashing with continuous line.



Canoe Bailer (nuum).



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## George Kelley's Old Boat Shop

Report & Photos by Bob Hicks

At last the romanticism with which I earlier approached this old wooden boats life has been rewarded. I have been to a real old wooden boat shop at the water's edge owned by a man who uses it just to build his own boats in. George Kelley of Hyannis, MA, is living this dream so many old wooden boat people have dreamed. George is retired, has been for a dozen years, but at only 62 years, still has plenty of time left to indulge in this real life fantasy. All because he got it all started 30 years ago, long before many of us became enamored of old wooden boats.

George's shop is a gem, a wooden frame building he built on a harborfront vacant lot in Hyannis, now covered with the gray patina the salt air creates on cedar shingles, surrounded by thickets of the original puckerbrush that covered these shores at one time, supplemented by an adjacent shed in which his blacksmith forge resides, and facing the water across a sandy beach area where two rather large wooden boats George built await spring launching. Inside the clutter of 30 years of boatbuilding for fun, every tool George ever used, every bit of gear, hardware, useful hardwood left over from prior projects. Hardly room to build. In the corner an oil drum woodstove supplemented by a coal fired hot-water stove and attached old radiator. From inside one looks out at the harbor through several large old storm windows framed into the original doorway through which the larger boats passed on the way to their first launchings.

This winter George has no building projects going. He's catching up on all the bits of maintenance, varnishing oars, painting an anchor, that kind of thing. Overhead hang his small boats, two Rushton double paddle canoes, one larger than the other, a Herreshoff double paddle canoe,

and way up over them under the peak, a heavy lapstrake outboard skiff. George sits unconcerned beneath these Damoclean swords puffing on his pipe and allowing as how life here aint too bad at all.

After George married back in the '50's, he and his wife bought a building lot in this just developing area a mile from downtown Hyannis. The lot was back on higher ground with a nice view of the harbor. There they built the home in which they still live. Down on the shore, the land was vacant and wild, held by nearby well-to-do people in no need to sell it off. George eyed this land and approached the lady about buying a piece on which to keep his boats. "She wasn't interested in selling," George explains, "but she did say it seemed rather appropriate to have boats on that shore, so I could just go ahead and keep my boats there with her blessing!" So he did.

In a few years the lady died, and soon after George was approached by lawyers who had learned he was interested in buying some of this waterfront. Yes he still was, and a sale was made, George bought two adjacent lots in the now subdivided property (the heirs were cashing it all in) for \$5,000 each. "\$10,000 worth of land on top of my home mortgage was more than I could handle," George says, "so I sold off a half-lot to the adjacent buyer and the \$7,500 was what I could carry." Then he went to the town planning board to get a permit to build his boatshop.

Well, he couldn't build a boatshop there. He was directed to the appeals board to get a variance to the code which restricted building in that area of town to dwellings. "Nope, they wouldn't let me build my boatshop either," George tells it. "Apparently they were afraid of being sued like a neighboring town's appeals board had been over

a similar variance." George was discouraged, he already had a home and only wanted a boatshop. "Then one of the fellows on that board told me, of course, it'd be alright if I were to build boats in any dwelling I put there."

George determined that the zoning described a dwelling as a place with eating, sleeping and indoor bathroom facilities. So the "cottage" was built. Today, if you phone George, his wife is likely to tell you that George is over at the "cottage". Upstairs over the rear of the shop is a small enclosed loft within which is a bed, a toilet and sink and a kitchen counter with a stove. "I own the only mahogany topped oven in Hyannis," George chuckles. He never uses the dwelling part. It's downstairs where the action is.

George has had boats all his life, and the two now outside and the three small ones inside are his current fleet. Actually, the 29' ketch out at water's edge is no longer his, he sold it a while back to friend, John Burke. Burke has moved to Maine where he runs the Maine Maritime Museum shipyard and apprentice program. "John has dozen boats to sail now, he doesn't need this one," says George. So it's for sale for a negotiable \$10-12,000. George built it in 1970 to his own design.

George was a close friend to Pete Culler for 30 years, and when he decided to build that ketch, he asked Pete to help him design it. Pete said no. "While I tried to frame my response to that flat refusal," George tells it, "Pete went on and told me I could do it myself, didn't need his help. So I did." It was quite a lot of boat for George to sail alone on his usual cruises to the Vineyard and Nantucket and he gradually became enamored of the idea of a traditional sort of motor driven boat. George does most of his boating alone sim-



Top left: Looking back at George's shop from his dock, boat at left is 29' sharpie George built in 1970. Top right: George does his blacksmithing in this separate shed. He did the sign too. Lower left: Comfortable clutter in the shop, everything he ever needed is still here. Lower right: The view toward the water, FIREFLY awaits springtime.

ply because he goes when the spirit moves him and most of the people he would have along are gainfully employed.

George retired at age 50 or thereabouts when he and his brother were offered a deal they couldn't refuse for the insurance business they had inherited from their father. "My father used to get up at 5 a.m. every day because from then to 6 was the only time he had to think," George explains. "He'd go on out then all day and evening trying to build up that business into the biggest and best. He dropped dead at 58!" George absorbed that lesson and when that offer came, off to the "cottage".

Well, George went ahead and designed FIREFLY along the lines of a fishing dragger, a 26 footer that looks very much the real thing scaled down. Except that he made the pilothouse human scale for comfort. He's a traditionalist but not a masochist and FIREFLY is comfortable and easy to use. "I get a lot of questions about that outboard (in a well) instead of a more "appropriate" deisel," George comments, "but an outboard today, bought new, is like a car engine, troublefree and easy to use." George feels deisels are more troublesome to maintain,

certainly more expensive to buy, and too noisy. "I had FIREFLY over to Martha's Vineyard and the usual folks rowing around the harbor looked her over, when they headed away I heard them say it was a Pete Culler design." Same thing he'd heard when he'd been there in the past in the ketch. Neither were, in fact, Culler was dead when George undertook FIREFLY.

"George, what do you think Pete would feel about the deification of him today by wooden boat believers?" I asked him. "Well, old Pete is probably up there chuckling to himself about all the fuss," George replied. George says Pete Culler was damned smart, clever, well versed in boat design and building, but not the sort who wanted ever to bask in that sort of public adulation. "Pete knew what he knew and that was good enough for him," George concluded.

Well, nobody will ever devote detailed attention to George Kelley's old boatshop as a shrine as did WOODEN BOAT a few years ago with Culler's shop. But to me it is just right for the man, a place he built himself long ago and has enjoyed using just about daily ever since. He's not at all concerned about its present day value as

choice waterfront property, he knows it's worth plenty. "Yes, I've been offered big money for this lot (now entirely surrounded by upscale waterfront homes) but what good would all that be to me in a bank?" George comments. "Hell, it's gaining in value faster than the money would anyway, and besides I can come here and work on my boats whenever I want."

The next boat may be a larger version of FIREFLY. At 26' the dragger has a bit of a time of it in stronger winds and George figures another 6 feet of length would deal with that. He hasn't started yet, though, still contemplating the idea. "It'd take me another 3 years to build it," George estimates, "and being the age I'm getting to be, I don't know if I'd even get it done in that time." There's no hurry to decide.

George had to leave for a meeting of one of the local civic groups to which he devotes much attention, and as we departed, I looked back down at that weathered old shop and the boats beyond at water's edge, a real honest-to-goodness "old boatshop". It fit right into its surroundings and would patiently await his return as it has for so long. A dream.

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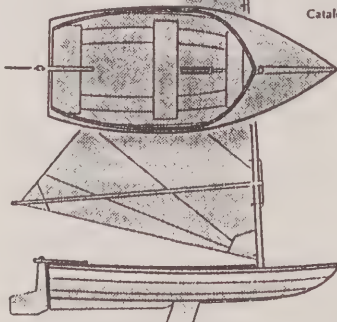
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**MAY 16, 17, 18, 1986**

**SMALL BOAT SHOW SHAPING UP**

The North American Small Boat Show comes to the Newport Yachting Center in Newport, RI, on May 16th through 18th. Early exhibitor commitments have caused the Show management to expand the provisions for the popular "demonstration docks" where serious prospective buyers can try various boats to evaluate them before making a choice.

The 3rd Annual Small Boat Race for any type of oar powered single or double craft, recreational or racing, wooden or plastic, tra-

ditional or hi-tech, will run Saturday the 17th over the 3.5 mile Goat Island course off the downtown Newport waterfront. This year the organizer is Bill Fisher of Small Craft, Inc. in Baltic, CT, and if you are interested in taking part, write to Bill at P.O. Box 766, Baltic, CT 06330 for registration applications. Direct phone inquiries to Bill also at (203) 822-8269.

SMALL BOAT JOURNAL will again be conducting sea trials during the show, this year the chosen types will be 22-23 foot racer/cruiser sailboats and rowing doubles. Builders/manufacturers interested in participating in this should contact Tom Baker at SMALL BOAT JOURNAL, P.O. Box 400, Bennington, VT 05201.

The U.S. Rowing Association members will conduct rowing clinics during the show for those wanting some guidance on getting into sliding seat rowing.

If you're coming to have a look, the Show is open daily 10 a.m. to 6 p.m. at a \$5 gate admission for adults, \$2 for children. I recommend Friday if you're seriously looking for a boat as the traffic is lighter than on the weekend and access to boats and builders is easier with less waiting about.

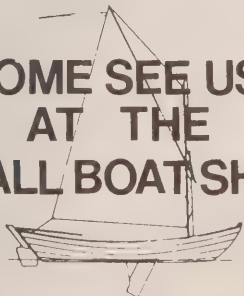


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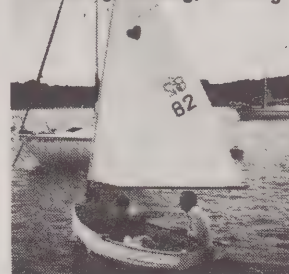
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# Halcyon Days

## Part 5

by Weston Farmer

I wish you could have known Jean Ramaley. He was made of rare stuff. At the time I went to work for him in 1921 as an apprentice, he was skipper of the biggest and busiest boat shop between Detroit and Seattle.

He was neither tall nor imposing; I think dumpy is the right word. He was about 45, had very blue eyes, from which sparkled raw intelligence, and his nose reminded one of a Bactrian camel; he had a breath to match it. He believed in the nine-hour day, baldness and dandruff, and he was committed to a number of other beliefs such as abhorrence of soap, the 54-hour week, wages of 40 cents an hour, and white cedar planking if not over \$90 per thousand board feet.

He had furious energy and was a great salesman. It is still my feeling that, at that time, his shop was out-producing the C.C. Smith Boat Company of Algonac, the firm owned by Chris Smith and his sons which later became Chris Craft.

Ramaley maintained a benevolent stewardship toward his crew, whose wages, come each Saturday, he managed to dig up out of fragments chipped from the stony bank accounts of flinthearted wealthy customers who generally were past due.

The payroll was always there, but his preoccupation with it often brought on a detachment which found him unaware of surrounding realities. He had been known to stroll off the offshore end of a dock after bringing in a boat. At one other time, probably worrying about high costs and the failure of his crew to watch details, he had driven into the shop with a truckload of lumber without first opening the shop doors.

When reality caved in on him, as it sometimes did, his cussing soared to virtuosity. It was the profanity of a provoked Sunday school teacher, which is the kind that blisters paint.

He was born Jean, not Gene, and he carried the feminine name for a most peculiar reason. His mother had wanted a girl and had prepared the traditional pink layette. You can imagine the feelings of Mrs. Ma Ramaley when her baby arrived equipped with an outboard bilge bailer instead of a center-board trunk as ordered.

This caused her to raise Jean as a little pink lady until he was old enough to battle out of the fix. I was told this had happened before to Mrs. Ma Ramaley, and that Jean's older brother, Florence, had been similarly processed.

Perhaps half this story is true and the other half may be exaggerated. But it is fact that both men were darned good scrappers and that they became Big Operators.

Jean's older brother established a large baking firm. Jean bought out the plant of the old and famous Moore Boat Works when Roy Moore, who had come to Wayzata in 1880 during steamboat building days, had bugged out of the boat-building game, darned fool, and had, about 1909, established an auto distributorship that sold something called a Ford Model T.

Thereafter, Roy Moore made frequent trips to the Wayzata State Bank with a black satchel full of cash instead of his former banking equipment of kneeling pad and tin cup. Jean Ramaley was left with those tools. Their proper use was what preoccupied him.

Now that Father Time has cracked many a walnut on my once boyish mug, I can look back and understand the pressures that made Old Jean so elliptical. It was a case of "uneasy lies the head that wears the crown" in so notoriously a feast-or-famine game as is the building and selling of boats. Ramaley was a most decent man, a man who ran the whole show in an era long before the present organizational penchant for Vice Presidents in Charge of Left Hand Threads. I think his persistent use of advertising, good times and bad, sustained him. "Cut out advertising and you're dead," I once heard him say. "It's the only way to get new cash."

I thank Old Jean's memory for the comedy he supplied and for the chance he gave me to learn from doing. He took a shine to anyone who worked hard at building his boats, which I did until I left to study naval architecture at Ann Arbor. Ramaley is remembered today (1975) by thousands who had boat dealings with him, and oddly, it is always with a chuckle.

The Ramaley shop output fell naturally into line with local market demand. The plant's prestige

product was the V-bottom "Gentleman's Runabout". These were powered by Van Blercks, or Sterlings, and an occasional very fast boat boasted a Hall-Scott 200hp LM-6. Generally a smaller 22' or 25' boat with a Capitol-Buda conversion of 60hp would be a "price fighter" at around \$1500, but a 25' runabout with a Capitol-Curtiss OX-5 90hp converted airplane engine could be bought for \$2500. These boats were preferred by the residents of stature in Ramaley's trade area.

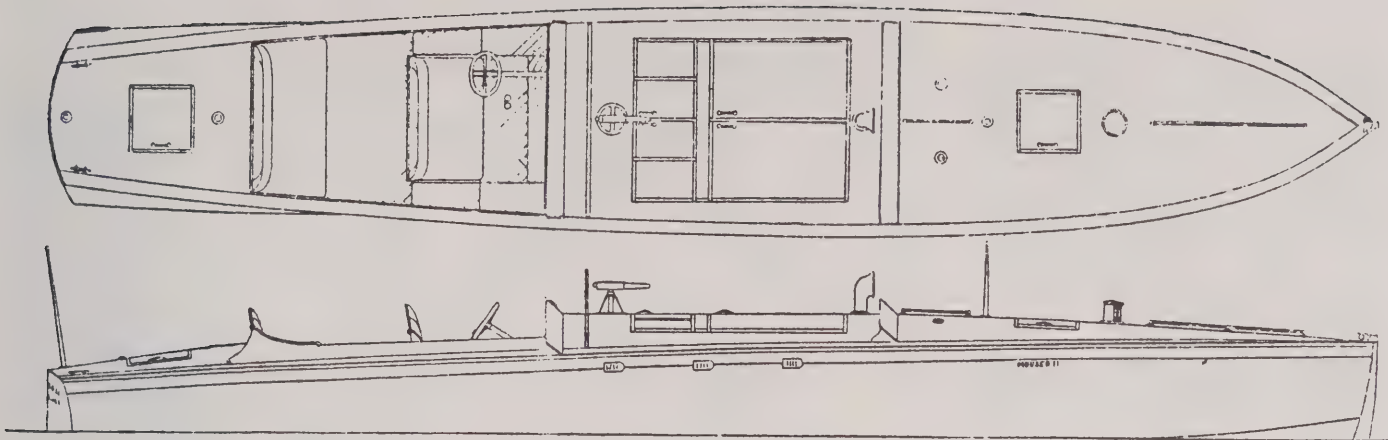
Long round-bilged runabouts in the 35' range, powered by the big 101hp/hp marine engines, had given way to the cheaper and lighter, hence faster, V-bottoms.

Ramaley had custom built a couple of big mahogany V-bottom beauties before I went to work there. One was TRIBUNE, a 35' George and Ab Crouch design of concave V-bottom form powered with a 135hp Model F, 6-cylinder Sterling. She was finished bright, like a Steinway, with cream-colored canvas deks. She was a gleaming gem.

Another, based on the drooling envy created by TRIBUNE, was a larger 44' version named MOUSER II, built for Senator George Harding of Illinois. This was one of the first boats to be powered with one of Joe Van Blerck's 600hp V-12 monsters. This drove MOUSER II at 44mph, fancy stepping for those days. MOUSER's designer, Philip Little, Jr., still lives near me, sharp at 91.

Most of the smaller V-bottoms were amiably swiped by Ramaley from a design originally purchased from Wm. H. Hand, Jr., then peerless in the field with his Hand V-Bottom development. Lest readers feel that the notorious thieving among designers is a modern phenomenon, I can assure you it is not. Improvement in running characteristics from one boat to another was researched by padding the molds here and there, snipping off a little at another place. Very scientific.

These runabouts were of simple cedar planking, built without sawn frames or seam battens, screwed in some places and nailed at others over 3/4"x1 1/4" white oak frames. That the 5/8" planking stayed tight is probably due to the long 2" by molded depth engine bed



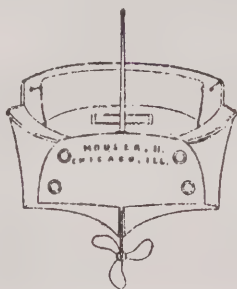
*Mouser II, a 44' V-bottom runabout, was built by the Ramaley shop for Senator George Harding of Illinois. Designed by Philip Little, Jr., she was one of the first boats to be powered with a Van Blerck 600-hp V12 engine, which could push this stiletto at 44 mph.*

stringers. These were good boats.

As I recall it, they were built at a rate of about one boat a month. This portion of the Ramaley shop was the royal end of the shop heirarchy, presided over by a se-date older man from Maine named Matt Thayer, who had come west from Herreshoff's at Bristol, Rhode Island. His team partners were Fred Lund, who had apprenticed at Luders, and a most unusual man named John Redeen, a wizard wood cutter whose corpus resembled a cadaver, and who seldom cracked a smile. He had a dry wit that delivered a quip without a laugh, punctuating the delivery with a sepulcheral, "Heh, heh, heh", to let you know he wasn't delivering a doomsday sermon.

Next down the line of boatshop output were the Ramaley rowboats, which were less in dollar value than the runabouts, but far higher in numbers sold. These were simple gig-sterned rowboats of lapstraked 1/4" cedar, seven strakes to a side. They were sold in what seemed like fleets, because six to fifteen of them left the shop each six-day week. They were "listed" at \$36 to \$40 (the additional \$4 was for mahogany trim), and they were built by piece-work payment.

In the building of these boats, I was teamed with a derelict Irishman by the name of Dean Leaman, who had been weaned on Jim Beam or Old Grandad or lemon extract, whichever he could promote. Den would work on one side of the boat and I on the other. The molds were upright, three in number, plumbed and horned to overhead beams. We turned out three of these boats every 18 hours or every two working days of 9 hours each. The planking came pre-cut from the shop mill, needing only beveling, and the transoms, stems and keels were also machine cut up in the mill. It was really a nailing contest. We got paid \$8 per boat for planking,



\$4 for framing out and \$4 for trim, which included seats, breasthooks and gunwales.

Dean, who was 20 years older than I, had been building lapstrake rowboats all his life and, drunk or sober, was a buzz-saw to keep up with, never making a false move. It was go-to-hell-and-sweat WORK!

The \$16 per boat was split between us. Dean made me EARN it. My end was \$8 for a finished boat, or between \$48 if we had a six-boat week, and \$72 if we nailed up nine. The \$48 weeks were more frequent than the \$72 weeks, because big money like this was often too

much for Dean, who would go on a sure-fire toot every Sunday and then be unable to get up rolling speed until about Tuesday noon.

Dean, drunk or sober, was a natural clown who, in his prime, had graduated from Shattuck Military Academy, but who had gone wrong on the bottle before I knew him. He used to send me over to the local store for lemon extract, which, in my innocence, I presumed was legitimate essence to be poured into the steam boxes for softening the frames. The place certainly smelled alcoholic all the time.

To be Continued

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The next day we further discussed our plans for improving the TRITON's sail, and at once proceeded to carry them out. It was stormy, which was all right, to our thinking; for if it had been pleasant, we would have been sorry we didn't stay another night; while as it was, we had a good time working on the sail.

Joe basted on the additional breadth of drilling, and when he had done a couple of yards, I started it on the machine, which I could run first-rate, while he went on basting. I could get along a little faster than he, so now and then I'd hold up.

This didn't take long; but then came the piecing out at the bottom, which was more of a job, as three pieces had to be fitted on in succession. Then we agreed that we must have a "bolt-rope" around the edge, for the sheet had nearly torn out of the after clew, and the places where the "luff" was fastened to the mast were nearly as bad; and with a still larger spread, it was plain enough that simple hemming wouldn't do.

Now, as you are very likely aware, a regular bolt-rope is sewn to the edge of the sail by hand; but that would take too much handling of the needle to suit us. We wanted to do it on the machine; and so Joe folded the edge of the sail over the rope, which was a clothes-line, like our other cordage, and I stitched it in. The machine couldn't do it the other way, of course; and this looked well enough, and answered perfectly well. When we got around to where we started, the rope was cut off, with a little to spare, and the ends spliced; then the place was sewed in like the rest.

It was very easy to distinguish the new part from the old, which had lain around the boat, and sometimes when it wasn't over-clean; but after all, the old part wasn't many weeks old, and a good coat of whitewash, with a little use, would no doubt make it all harmonious.

The sail wasn't done yet, by a good deal. There were the reef-points to be sewed on; five of them, we concluded, would be enough. Then the holes for inserting the cords by which the sail was to be "bent" to the spars, were to be made, and sewed all around with stout thread, in "button-hole stitch."

"I guess five holes on the luff will do, for the hoops," said I; "one at each corner, and three between."

"What hoops?"

"Why, the mast-hoops, to slide up and down on the mast, for hoisting the sail," I replied, with a genial smile.

Joe put in a few seconds of

From the book, JOE & I, or, ADVENTURES DOWN THE BAY

Published in 1901

# Adventures Down the Bay

Wallace P. Stanley, Author  
H.N. Cady, Illustrator



sombre silence, and then inquired:

"Where'll you get your hoops, small enough for this?"

"Galvanized iron rings; I know where I can get some just right, a little thicker than telegraph wire."

Joe pondered a moment and remarked: "Then a lot more of these blamed holes'll have to be worked so's to hitch on your boom and gaff."

"Never mind, Joe, never mind," I said, "I'll work the whole lot; there's nothing mean about me!"

"Or me, either, but if you don't get sick of all your extra tackle before the next trip's over, I'll miss my guess."

"I'll take the chance," said I, and I did, and began working on the extra holes - and so did he. Fortunately, it was raining well, and he couldn't do anything out of doors, or perhaps he would have "kicked."

We finished the sail that day, including the fastening of some small brass eyelets, or "grommets," in the corners. The next day was cloudy, warm and damp, but not rainy; the wind was still strong from the south. We were busy in the woodshed, working down two choice lengths of spruce scantling into a mast and gaff, and remodeling the old mast as a boom, which involved shortening it somewhat and reducing its thickness a trifle, giving it a slight taper toward each end. The gaff wasn't round,

of course, but lath-shape; when both were done, we made "jaws" and fitted them on to hold them to the mast, and then went down to the blacksmith and had an iron ferrule, or throat-band, fitted on the top of the mast, with a loop projecting from one side on which to hang the block for the halyards.

While waiting for this, we went and bought the five galvanized rings and three little galvanized blocks; queer that it should be called "galvanizing," when there isn't any electricity about it, but the iron's just dipped into melted zinc to coat it, like making tin-plate. We also got some more clothes-line, for the halyards.

The first thing that morning we had mixed up some whitewash, and spread the sail out on the grass, where we gave it a good coat on both sides; "this would keep it from mildewing, and make the old and new more of a color," as I said. It hadn't dried very fast, but it was nearly dry now, so now I tied the rings to it and bent it to the boom and gaff.

Joe took the shellac jar and gave the mast a coat; the other spars had been coated before we went down street. Then he hooked on the halyard block and whipped some copper wire around to keep it from unhooking and coming off. I ran some stout brass screw-eyes into the upper side of the gaff and attached the halyards, while Joe whittled out a cleat.

It wasn't quite five o'clock,

and of course we had to try our new rig, so we marched down to the wharf. There was a lot of water in the boat, which had rained in the day before, so that had to be bailed out first. While I was doing that, Joe screwed on the cleat for the halyards, far enough aft so it could be reached by the steersman. Then I took the other two blocks--they had loops to hang by, instead of hooks--and fastened one of them by a staple to the after side of the stem-piece, or cut-water, close to the top. The other, which was a "swivel-block," turning on its loop, I hung from the under side of the after thwart, close to its after edge.

Now we brought down our sail and spars from where they had been leaning against the lee side of the building; and, adjusting the rings carefully in proper succession over the mast-hole, I held them while Joe passed the mast down through. But 't was no go, the heel of the mast didn't quite fit the square hole in the step, so we had to take it out again and whittle it down. While we were about this, three boys came sauntering down the wharf, and paused on the cap-log above.

"Goin' out?"

"Think of it," said Joe, raising the mast again.

"It's breezin' pretty hard."

"Likely 't is; this is the third day of it, I believe."

The heel "chocked" into the step all right; I seized the free end of the halyard, which was dangling about our heads, and rove it through the block which I had fastened to the stem, then leading it aft.

"Going to camp out, this time?"

"D'you s'pose we'd start out for camping so late in the day as this, against a head wind? Ship the leeboard, will you?" I added to Joe, then hauled away on the halyards.

Up slipped the sail, beautifully; the peak reared up, one last tug to stretch it fully, and then I belayed the rope around the cleat. The upper part rose above the wharf, and the wind shook it well, powdering the boat with lime dust, some of which got into one of Joe's eyes, to his great discomfort.

"Hold on! don't start till I get this plaguey stuff washed out of my eye."

He bathed it assiduously, and in a minute seemed considerably relieved.

"Your sail's bigger, ain't it? Looks first-rate!"

"Better take in that reef, though," said another.

"I guess she'll stand it," said I, reaching for the sheet, which had been pulled overboard by the swinging of the sail. When I got hold of it, I passed the end through the swivel-block under the

thwart, and belayed it to the cleat. The block being equi-distant from either side, the range of the sheet was the same whether the sail swung to port or starboard, as is effected by the "traveler" on a large boat. Before now, we had to re-adjust the sheet with every tack.

"Now cast off, will you?" and one of the boys undid the painter and flung the coil into the bows. I gave a dig with the steering oar, which made her head pay off from the wind; the sail stopped shaking, and we began to glide past the wharf toward the open river.

"Now that lime-dust'll fly to leeward," said Joe.

In a moment or two we passed from the partial shelter of the wharf, and the whole surface of the sail encountered the wind, making the TRITON heel till the water rippled along the lee gunwale. We both hustled to windward as far as we could get. The waves, which tossed us up and down, were as large as those in the bay, and gave us two or three good dashes; then we were out of them in much tamer waters; for they were only in the channel, a few yards wide, where the swift down-going current found itself opposed by the strong wind.

"She lies a deal closer to the wind, doesn't she?" said Joe.

"You bet she does; and she steers twice as easy. Before, you know, she carried a lee helm; but now that there's more sail aft, she almost steers herself; I don't have to be dragging her back with the oar. And see how the sail sets! Doesn't it look neat?"

"Yes; but do you think the mast's thick enough? It bends like a bow!"

"Well, we won't often be going against a wind like this; not without a reef, anyway."

We stretched across nearly to the opposite shore, and gained considerably, making much better progress to windward than in Seaconnet River, two days before; though, to be sure, we now had a strong tidal current to help us. In coming around on the next tack, the flapping of the sail disengaged some more lime; Joe shut his eyes tight, and I had to sneeze.

"I declare, I don't know but we missed it in not putting on a pickle of lime-water to keep the mildew out, instead of plastering it up this way!" said he.

"Well, 't was partly for looks, you know."

"T won't take long for all the looks to peel off, at this rate; but I don't care, as long as they don't come and interfere with mine. My eyes haven't done smarting yet."

This was the gaining tack, as the wind slanted slightly across the course of the river; and when we reached the Pierhaven wharves again, we passed to the leeward of the fifth wharf south of where we

started.

"The TRITON never sailed like that before!" said I.

"That's so; but it's rather more than a whole-sail breeze. Let's try how she works with the reef, I'm afraid the mast'll go."

"No fear; that a pretty good stick; 't was the best I found among about twenty I looked over. But we'll run over to the lee of the old ferry wharf and take in the reef, if you like."

The new cord of our halyards stretched considerably, so that folds were beginning to show, running from the after clew to the jaws of the gaff, a sure sign that a sail needs tightening up. The peak did not catch the wind quite as well on this account, so we didn't gain so much this time and had to make two other short tacks before fetching the wharf.

The sail was dropped and the few reef-points soon tied, but when I hoisted again I found the peak wouldn't set up properly, owing to the purchase of the halyards on the gaff coming at a different angle when the sail was a foot and a half lower at the top, as was the case after reefing; so I lowered again and took a "bight" of the halyards nearer to the outer end of the gaff and secured it there; then the sail went up all right. The mast didn't bend much now, but the boat wouldn't go to windward nearly as well, hardly any better than with the old sprit-sail. But when we came around and ran before the wind we went fast enough.

On the whole, we were well satisfied with the performance of our sail in its new shape, and I was more than satisfied with its appearance; it made the TRITON seem like another boat to have a trim, well setting, regularly-rigged wing to urge it along. I didn't challenge Joe's views as to that, but while we were walking home he remarked, "How dandy the peak pointed up, a little higher than the top of the mast! I've got a little flag just about the right size to fly from there; I'll bring it around."

"All right; that'll be first-rate," I responded, gratified with this indication that Joe had "come 'round."

"When're you ready to start down the bay again?" I asked, a moment later.

"Any tme; to-morrow, if you like."

"But to-morrow's Sunday, you know."

"So 't is! It's harder to keep run of the days than it is in school-time."

"Well, the next morning after, then, that there's a good northerly breeze to give us a start."

To be continued.

# WHAT'S HAPPENING?

## CONNECTICUT RIVER ROWING & PADDLING RACE

The Connecticut River Oar & Paddle Club has plans for a 4.5 mile downriver race on May 10th on that river, from the Essex Boat Club to the Persson Yard in Old Saybrook, following the west side of the river channel. Classes for canoes, kayaks, racing and recreational shells and traditional rowing boats will be offered. For further information call (203) 388-2343 weekdays.

## MISERY ISLAND RACE

Henry Szostek once again plans to host his Misery Island rowing & paddling race around the island of that name in Salem Sound on the Massachusetts North Shore. The date is Saturday, May 10th, the time noon. Boats can be launched from West Beach in Beverly Farms that morning. The race starts and finishes on Misery Island, about 1/4 mile off West Beach. Henry is at (617) 927-1834 for more details.

## SMALL BOAT RACE

The North American Small Boat Show is the setting for the third annual Small Boat Race at Newport, RI, on Saturday, May 17th. This event is limited to oar powered boats of one or two persons. Race chairman is Bill Fisher of Small Craft, Inc. Contact him at P.O. Box 766, Baltic, CT 06330, phone (203) 822-8269, to learn more or to obtain registration form.

## ROW AROUND HULL

Ed McCabe has the annual Row Around Hull Race on for Sunday, May 18th from the beach at the Hull Lifesaving Museum's boathouse at Pemberton Pt. This event is open to any human powered boats and includes the open ocean along the Hull shoreline in the course, so entrants should be prepared for coastal sea conditions, not necessarily flat water. Call Ed at (617) 925-2846 for details on entering.

## MYSTIC SMALL CRAFT WEEKEND

The annual gathering of traditional small craft at Mystic Seaport will be on the weekend of June 7th and 8th this year. All who have participated in the past will receive registration forms by mail and have first choice on the registration limit. If you would like to be listed for registration should openings become available, write to the Curatorial Dept., Mystic Seaport Museum, Mystic, CT 06355 requesting it.

## SOUTHEASTERN MASS CANOEING

The Southeastern Massachusetts chapter of the Appalachian Mountain Club has set up its 1986 schedule of canoeing outings, mostly local flatwater and tidal paddling. For whitewater, they travel inland to suitable rivers. Interested canoeists are invited to take part and should contact the trip leader for the chosen event.

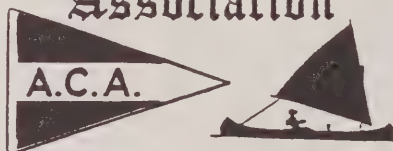
MAY 3&4: Canoe camping weekend on the Wood River in Rhode Island, a joint outing with the Narragansett AMC Chapter. A \$10 advance deposit is required by April 25th for necessary reservations. Contact Bob Milburn at (617) 294-0875 or mail deposit to him at 21 Elm St., Halifax, MA 02338.

MAY 10: Tidal paddling in Barnstable harbor and the channels in the extensive saltmarshes. Good birding. Contact Ann White at (617) 888-4669.

MAY 18: Flatwater paddling Walkers Pond and connecting Upper and Lower Mill Ponds in Brewster, about 2.5 miles. Contact Barbara Hughes at (617) 362-3954.

MAY 24-26: Holiday weekend canoe camping trip to Battenkill River in Vermont with day trips on the river. A \$10 advance deposit is required for necessary reservations by May 17th. Contact Bob Milburn at (617) 294-0875 or mail deposit to him at 21 Elm St., Halifax, MA 02338.

## American Canoe Association



## ACA SAILING CANOE COURSE

The sailing committee of the ACA's Atlantic Division has a canoe sailing course scheduled for Memorial Day Weekend, May 24-26 at Lake Sebago in Sloatsburg, NY. Courses for those wishing to learn to sail a canoe and for those wishing to teach such a course are planned. The fee is \$30 for those without a sailing outfitted canoe, \$20 for those with such a craft. Small boat sailing experience is a prerequisite for the canoe sailing course, they are not teaching basic sailing, but canoe sailing. Further information is available from Bob Martin, 27 Morris Ave. W., Malverne, NY 11565, (516) 887-9240 (home) or (212) 425-5027 (business except on Tuesdays).

## SECOND ANNUAL SEA KAYAK GET-TOGETHER

Chuck Wright is holding his season opener gathering for sea kayakers and those who might be thinking about becoming one, on May 11th from 9 to 3 at Megansett Harbor in North Falmouth, MA. The morning is intended as an opportunity for boat tryouts and inspections at and near the beach. Then in the afternoon, those interested enjoy a paddle along the shore of Buzzards Bay. Bring your own food and drink. Location can be reached by following Rt. 28 south from the Bourne Bridge 7.5 miles, then west on Rt. 151 1.5 miles through North Falmouth village straight to the harbor. For further information call Chuck at (617) 564-4250.

## IPSWICH RIVER WATERSHED ASSOCIATION, INC.

### IPSWICH RIVER CANOEING TRIPS

The Ipswich River Watershed Association will conduct a series of canoeing trips on that river in Essex County in northeastern Massachusetts starting April 20th. The first trip puts in at Wilmington and goes to North Reading. On May 4th the trip continues downriver to Middleton; on May 18th to Topsfield; on June 1st to Hamilton; and on June 15th to tidewater at Ipswich. Each trip starts at 10 a.m. and lunch should be brought along. For reservations to join any of the trips or for further details call (617) 887-9685.



### MYSTIC SEAPORT CALENDAR

Mystic Seaport has its 1986 calendar of events now available on request from the Public Affairs Office, Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990. The handy folder has all the information you need to plan to take in whatever special events they have scheduled that catch your fancy.

# Atlantic Challenge

## United States Committee:

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 Outward Bound  
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 Ben Blake, Trustee  
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 USS Constitution



## MAINE CANOE SYMPOSIUM

### MAINE CANOE SYMPOSIUM

L.L. Bean has upgraded its annual spring canoe day into a three-day weekend symposium patterned after the very successful sea kayak symposium they host in August at Castine. The Canoe Symposium is scheduled for June 13-15 and will be at Camp Winona on 12 mile long Moose Pond in Bridgeton, ME. Saturday and Sunday will be fully scheduled with instruction programs and on-the-water instruction by a number of well known canoe experts. There will also be plenty of canoes available for try-out from many manufacturers. The registration is limited to 300 participants at a \$40 fee. Persons just "showing up" unregistered will not be able to be accommodated. For the full details, write to L.L. Bean Canoe Symposium, Freeport, ME 04033, requesting the brochure. Registration deadline is June 1st, the first 300 to register will be accepted. Accommodation and meals will be available in the area, not included in the registration fee.



### RC MODEL YACHT RACING CALENDAR

The radio controlled model yacht racing is in full swing now, the schedule through the end of May is as follows:

MAY 4: Invitational scale steam, electric, sail, Medfield, MA, Jack Sullivan, (617) 668-7163.

MAY 10: Seebauer Memorial, Class M, Central Park, NY, Madeline Tucker, (212) 874-0656.

MAY 18: Reservoir Fun Race, any boat, Rhinebeck, NY, Jack Sullivan, (617) 668-7163.

MAY 24: Carlin Memorial, Huntington, NY, Jack Patton, (516) 421-1135.

MAY 26: Memorial Day, any boat, noon start, Needham, MA, Jack Sullivan, (617) 668-7163.



### RHODE ISLAND CANOEING

The Rhode Island Canoe Association has published its 1986 calendar of canoe CRUISING events (not races). This schedule is currently tentative so if you decide to join the fun, be sure to call ahead to the specified contact person for any last minute changes.

If you would like to know more about this club, write to THE PADDLER, c/o A. August, 70 Scott St., Pawtucket, RI 02860. If you want to phone, call Barbara Strawn August at (401) 725-3344 to discuss the cruises. Here's the upcoming schedule:

MAY 3: Nemasket River, 11 miles, in at Old Bridge Rd., out at Titicut St. bridge. Call C. Clark at (401) 625-5045.

May 10: Wood River, 7 miles, in at Rt. 165, out at Wyoming. Call D. MacQuattie at (401) 246-0449.

MAY 17: Canoe Jamboree at Lincoln Woods. Call G. Point at (401) 246-1356.

MAY 17-18: Quinebaug Camping, pre-register one week early. Call S. Cournoyer at (401) 831-2880.

The Association has also established a whitewater schedule, just recently received here:

MAY 3-4: West River, Class 3, call P. Marshall at (617) 998-5074.

MAY 3-4: Swift River, Class 4, call D. Pineo at (401) 353-6547.

MAY 10-11: West River, Class 3, call D. Rego at (617) 996-6893.

MAY 10-11: West River, Class 4, call D. Pineo at (401) 353-6547.

MAY 17: Canoe Jamboree at Lincoln Woods, call G. Point at (401) 246-1356.

May 17-18: Quinebaug River, Class 1-2, call S. Cournoyer at (401) 831-2880.

MAY 17-18: Saco River, Class 3-4, call B. Chabot at (617) 995-1360.

MAY 17-18: Rapid River, Class 4, call D. Pineo at (401) 353-6547.

MAY 24-26: Blackstone River, Class 2-3, call B. Strawn August at (401) 725-3344.

MAY 24-26: Leader's Choice, Class 3, call K. Bruce at (617) 993-8869.

MAY 24-26: Kennebec & Dead Rivers, Class 4, call D. Pineo at (401) 353-6547.

### WHAT'S HAPPENING WITH ATLANTIC CHALLENGE?

Plans to row the second of the 38' French Gigs down the coast from Rockport, ME, to Boston have "gone aground" in the face of insurance and liability constraints. The current looming crisis in liability insurance in the face of public eagerness to sue anyone for anything at all and the gargantuan awards juries have been handing out has made this exciting concept impossible. So EGALITE' will be ignominiously trucked to Boston instead to be put into service late in May. She will be launched at Rockport's Apprenticeshop on Sea St. on Saturday, May 24th at about 11a.m. with music and refreshments for the interested public who attend.

Plans are still going forward for the two gigs to be rowed in July at the Statue of Liberty Centennial Celebration in New York harbor. The tentative schedule at that affair is as follows:

June 29-July 3: U.S. Team selection preliminaries on Jamaica Bay, launching each day from Gateway National Park, Floyd Bennet Field, NJ.

July 5&6: Atlantic Challenge Seamanship Competitions on the waters off Liberty Park, Liberty Island and Battery Park.

In Cambridge, MA, students at the Rindge & Latin public high school have a 27' bateau under construction, 16 students doing the work on the 8 oared craft. They hope to have a second one completed by June as well. They will then campaign these boats at various rowing races. The crew of the U.S.S. CONSTITUTION in Charlestown has volunteered to provide instruction to these city high school youths. The present 16 includes 3 girls. Teacher Brad Derocher directs this program, a drop-out prevention one, and comments, "For urban kids, rowing is a new experience and learning to row in unison and direct the boat will be a test of patience and endurance." The first boat is already named, ENTERPRISE I.



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#### SPRING EVENTS AT EASTHAMPTON

The Boat Shop at the Easthampton Town Marine Museum in Easthampton, Long Island, NY, has scheduled a number of programs for spring. The Museum is affiliated with the Easthampton Historical Society and is dedicated to the preservation of traditional wooden boats and their building techniques. For more details on any of the scheduled programs or the Museum call either Ellen Freedman at (516) 324-6850 or Redjeb Jordania at (516) 324-6393.


MAY 12-18: Build Your Own Rowing Shell, 10 a.m. to 5 p.m. Build a TORPEDO designed by Robert Barker. \$195 plus materials.

MAY 24: Nautical Flea Market, 9 a.m. to 3 p.m.

JUNE 14: Women at the Helm, sailing instruction for women begins, by appointment.

#### NAUTICAL FLEA MARKET

The East Hampton (L.I.N.Y.) Town Maritime Museum will hold its second annual nautical flea market on May 24th, rain or shine, from 10 a.m. to 3 p.m. on the grounds of its Boat Shop, Commercial Dock on Three Mile Harbor in East Hampton, NY. A variety of nautical gear, boats to model boats, hardware, books and magazines, tools, fishing gear, will be offered and participants are invited to inquire about displaying their surplus gear for sale. Contact Mary-Jean at (516) 324-6850.



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#### CCRA RACE PACKET

The Connecticut Canoe Racing Association has published its 1986 RACE PACKET, a 40 page booklet with all the information on scheduled races, both paddling and poling, cruises and clinics. All classifications are described, and applicable rules and regulations detailed. If you think that canoeing in Connecticut with this club of over 200 members sounds attractive, contact Greg Latsha, 5 West Granby Rd., Granby, CT 06035 for membership application. Dues are only \$10 annually for an individual, \$15 for a family. The race packet distribution is limited to members due to the cost of publication.

MAY 3: CAMSPTO Canoe Race, a 9 mile flatwater race for all CCRA classes of canoe and kayak on the Farmington River in Farmington, CT. Contact David or Carrie Sinish at (203) 693-0073.

MAY 3: Cruise at 9:30 a.m. on CAMSPTO race course noted above in CCRA war canoe or your own boat.

MAY 7: Rainbow Canoe Race, a 6 mile (3 miles for novices) flatwater race for all CCRA classes of canoe and kayak on the Farmington River in Windsor, CT. Contact Geoff Latsha at (203) 653-4312.

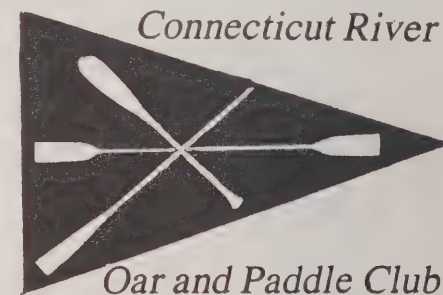
MAY 10: Central Connecticut Poling Slalom Clinic at Still River, CT, a training session for those interested in poling. Contact Keith Inrig at (203) 827-9823.

MAY 17: Connecticut State Whitewater Championship Canoe Race, a 10 mile whitewater race for canoes and kayaks on the Housatonic River in Falls Village, CT. Contact W.R. Tingley at (203) 364-5321.

MAY 17: Poling Clinic on the Nexcopec River in West Hazelton, PA. Contact Harry Rock at (201) 769-5345.

MAY 24: Poling Clinic on the Schuykill River in Reading, PA. Contact Harry Rock at (201) 769-5345.

MAY 31: Middle States Divisional Poling Championship, on the Schuykill River at Philadelphia, PA. Contact Harry Rock at (201) 769-5345.



#### CROPC PRELIM PLANS

The Connecticut River Oar & Paddle Club has outlined its 1986 calendar of activities on a preliminary basis with, in some cases, final scheduling to be determined. This is how it looks right now:

MAY. Open house boat try-outs; the Connecticut River Rowing and Paddling Race, Essex to Old Saybrook; Selden Island overnight trip; Haddam Meadows, Haddam Island, Salmon River exploration.

## FEATHER CANOES, A FIRST HAND LOOK

Readers Fred and Cheddy Moller of Jaffrey, NH, recently were in Florida and dropped in on our Florida canoe builder/advertiser, Mac McCarthy of Feather Canoes. Mac invites such visits from our readers. Fred has the following to report:

"Craftsmanship and the love of wood are readily apparent at Feather Canoes. Beautiful workmanship!! Oh, if only my wallet had been a little fatter and our Toyota Tercel a little bigger, I would have loved to have brought back one of his 'crafted with love' canoes to New Hampshire. Mac had several available in various sizes, newly completed, under construction, and even some used models (they looked new to me).

Mac told us his feelings about what he is doing, 'I want to still be building these canoes when I'm seventy-five.' I bet he will be, even if that's still a long way off."

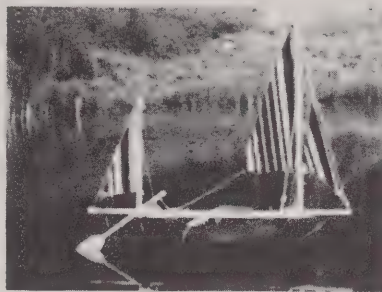
## SORCERY

Believe it! Sailboats stir to subtle hints of Spring along with hibernating sailors, shake loose stays at every guarded glance, rock on cradles, askewed by frost, when blustery March winds taunt. Some shed their ropebound tarps like loose and itchy fur. Gaping seams cry, "Pay me!" Flakes of paint blow about. Pages of last year's log circulate quickening sweet thoughts of cruising. Obvious wheedling! Coy sea hinting! Hardbitten captains scan the sky, bide their time.

Walter Sargent



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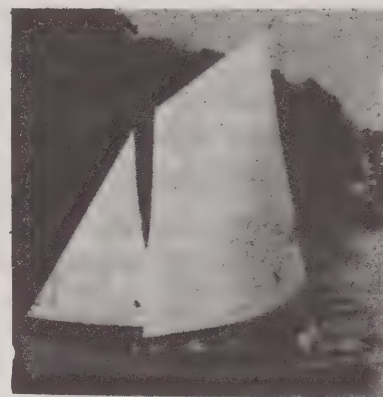


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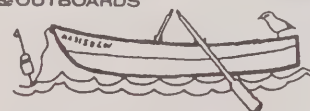
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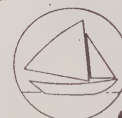
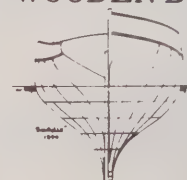


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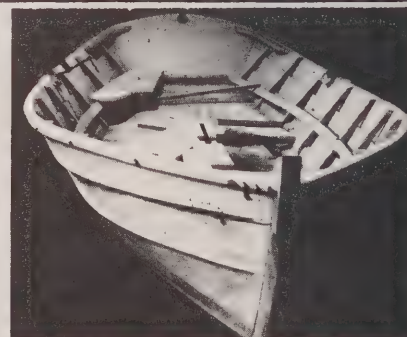
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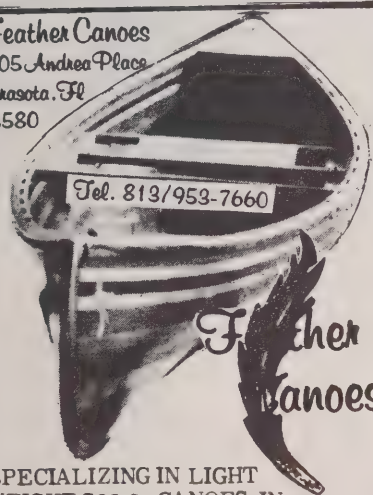
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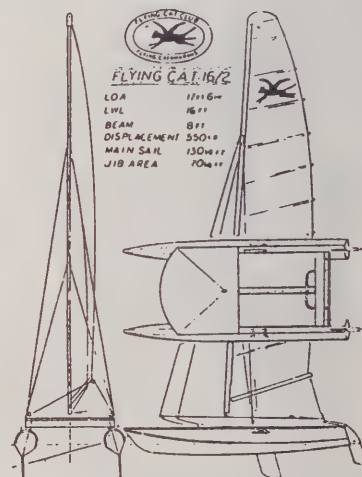
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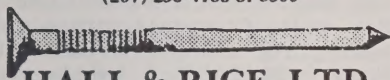
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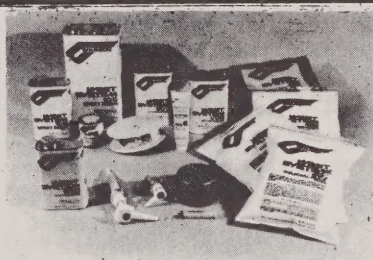


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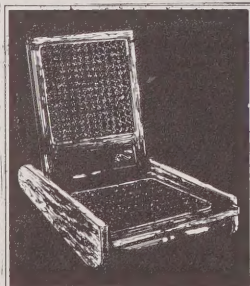
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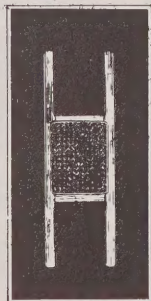
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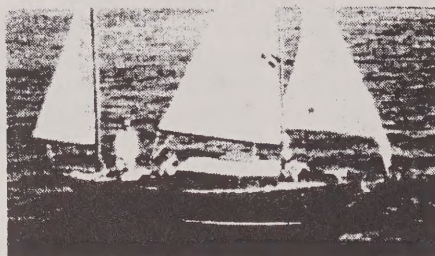
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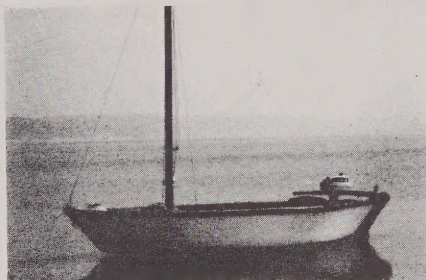
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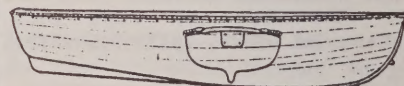
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